



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090290

Mode: Highway

Status: Submitted

US-29 (Summit Avenue, Reedy Fork Parkway)

From/Cross Street: SR 2526 (Summit Avenue), SR 2790 (Reedy Fork Parkway)

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Statewide Mobility

Length: 2

TIP#: R-4707B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$45,082,000

Description:

Modify interchange to DDI

Division(s): Division 7

County(s): GUILFORD

MPOS(s)/RPO(s): Greensboro Urban Area MPO

Project Location



Statewide Mobility Total Score: 29.19

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (30%) 0.70 Multimodal + [Freight & Military] (20%) 31.77 Congestion (V/C) (30%) 46.75 Safety (10%) 83.35 Economic Competitiveness (10%) 2.60	N/A	N/A
Totals: Weight: 100% Weighted Score: 29.19		

Regional Impact Total Score: 53.85

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 46.75 [Travel Time] Benefit/Cost (25%) 0.70 Accessibility / Connectivity (10%) 100.00 Safety (10%) 83.35	Percent: 15% Points: 100	Percent: 15% Points: 100
Totals: Weight: 70% Weighted Score: 23.85		

Division Needs Total Score: 17.83

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 46.75 Safety (10%) 83.35 [Travel Time] Benefit/Cost (20%) 0.70	Percent: 25% Points: 0	Percent: 25% Points: 0
Totals: Weight: 50% Weighted Score: 17.83		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial- Other Freeway
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	5
Roadway has Curb & Gutter?	No
Volume (AADT):	42778.66
Capacity:	86593.39
Volume/Capacity Ratio:	0.49
% Autos:	85%
% Trucks:	15%
Truck Volume:	6354.18
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	100
Severity Index:	66.7
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	24
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	69
Actual Congested Speed:	34.71
Travel Time Index:	1.58

Project Benefits

Project Cross-Section:	
Speed Limit:	65
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial- Other Freeway
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	1356000
Travel Time Savings for 30 Years (Autos):	1154584.94
Travel Time Savings for 30 Years (Trucks):	201415.06
Long-Term Employment:	23.62
% Change in Economy:	2.83E-05
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 7

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 7	100%	100	0
	0%	0	0
	0%	0	0
TOTAL Division Points		100	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Greensboro Urban Area MPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$41,300,000	TIP Unit
Right-of-Way Cost:	\$2,800,000	TIP Unit
Utilities Cost:	\$982,000	TIP Unit
Total Project Cost:	\$45,082,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$45,082,000	